C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

Atherton • Belmont • Brisbane • Burlingame • Colma • Daly City • East Palo Alto • Foster City • Half Moon Bay • Hillsborough • Menlo Park Millbrae • Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside

1:15 p.m., Thursday, June 17, 2010 San Mateo County Transit District Office¹ 1250 San Carlos Avenue, Second Floor Auditorium San Carlos, California

TECHNICAL ADVISORY COMMITTEE (TAC) AGENDA

- Public comment on items not on the Agenda (presentations are customarily Porter/Hurley No materials. limited to 3 minutes).
- 2. Issues from the last C/CAG Board and CMEQ meetings:

Hoang

No materials.

- Approved Adoption of the San Mateo County TDA Article 3 Program for FY 2010/11 for \$100,000 for the san Mateo County Bike/Ped Plan
- Approved Agreement with Alta Planning for development of the Countywide Bike/Ped Plan for an amount not to exceed \$200,000
- Adopted Federal Cycle 1 TLC, RBP, and LS&R Programs
- Approved Appointment of Mary Ann Nighard (Pacifica) and David Lim (San Mateo) to the Legislative Committee
- Approved Appointment of Marge Colapietro to the BPAC
- Approved Agreement with MTC for technical analysis of the US 101/SR 92 Interchange Improvements for \$150,000
- Approved Agreement with San Mateo County for technical consulting services for support of the Countywide Water Pollution Prevention Program for \$299.956
- Approved Agreement with EOA for support of the Countywide Water Pollution Prevention Program for \$731,994
- Approved C/CAG FY 2010/11 Program Budget and Fees
- Approved Agreement with San Mateo County for construction and construction support of the Smart Corridor (North and South segments) for \$7,150,000
- Approved Obtaining a consultant (Godbe Research) to conduct polling services for SB 83/VRF
- Approved Support placing a \$10 VRF measure on the November 2010 ballot

3.	Approval of the Minutes from May 20, 2010	Hoang	Page 1-2
4.	Review and recommend approval of a \$10 Vehicle Registration Fee Expenditure Plan (Action)	Hoang	Page 3-19
5.	Regional Project and Funding Information (Information)	Higaki	Page 20-41
6.	San Mateo County Smart Corridor Project Update (Information)	Mokhtari	No Materials
7.	Executive Director Report	Napier	No materials
8.	Member Reports	All	

Persons with disabilities who require auxiliary aids or services in attending and participating in this meeting should contact Nancy Blair at 650 599-1406, five working days prior to the meeting date.

¹ For public transit access use SamTrans Bus lines 390, 391, 292, KX, PX, RX, or take CalTrain to the San Carlos Station and walk two blocks up San Carlos Avenue. Driving directions: From Route 101 take the Holly Street (west) exit. Two blocks past El Camino Real go left on Walnut. The entrance to the parking lot is at the end of the block on the left, immediately before the ramp that goes under the building. Enter the parking lot by driving between the buildings and making a left into the elevated lot. Follow the signs up to the levels for public parking.

2010 TAC Roster and Attendance									
Member	Agency	Ion	Man	May					
		Jan	Mai	May					
Jim Porter (Co-Chair)	San Mateo County Engineering	X							
Joseph Hurley (Co-Chair)	SMCTA	х	X	X					
Duncan Jones	Atherton Engineering		x	Х					
Randy Breault	Brisbane Engineering		x	X					
Syed Murtuza	Burlingame Engineering	X	X	X					
Bill Meeker	Burlingame Planning								
Sandy Wong	C/CAG	X	X	X					
Gene Gonzalo	Caltrans								
Robert Ovadia	Daly City Engineering	x	X	X					
Tatum Mothershead	Daly City Planning	x	X						
Ray Towne	Foster City Engineering	х	x	X					
Chip Taylor	Menlo Park Engineering	x	X	X					
Ron Popp	Millbrae Engineering	x	X	X					
Van Ocampo	Pacifica Engineering	x	x	X					
Peter Vorametsanti	Redwood City Engineering	x	x	X					
Klara Fabry	San Bruno Engineering	n/a	x	X					
Robert Weil	San Carlos Engineering		x	X					
Larry Patterson	San Mateo Engineering	x	х	х					
Bob Beyer	San Mateo Planning								
Steve Monowitz	San Mateo County Planning	x							
Dennis Chuck	So. San Francisco Engineering	X	X	X					
Kenneth Folan	MTC								

TECHNICAL ADVISORY COMMITTEE (TAC) FOR THE CONGESTION MANAGEMENT PROGRAM (CMP)

May 20, 2010 MINUTES

The one hundred eighty sixth (186th) meeting of the Technical Advisory Committee (TAC) was held in the SamTrans Offices, 1250 San Carlos Avenue, San Carlos, Bacciocco Auditorium. Co-chair Hurley called the meeting to order at approximately 1:30 p.m. on Thursday, May 20, 2010.

TAC members attending the meeting are listed on the Roster and Attendance on the preceding page. Others attending the meeting were: John Hoang – C/CAG; Jean Higaki – C/CAG; Tom Madalena – C/CAG; Pat Dixon – TA CAC; Jim Bigelow – C/CAG CMEQ; Carlos de Melo - City of Belmont; Karen Sumner – Commute.org

1. Public comment on items not on the agenda.

Other announcements: Sandy Wong welcomed new TAC member, Klara Fabry from the City of San Bruno.

2. Issues from the last C/CAG and CMEQ meetings.

As shown on the Agenda.

3. Approval of the Minutes from March 18, 2010.

Minutes Approved.

4. Approval of the Federal Cycle 1 San Mateo County Local Streets & Roads (LS&R) Program project listing

Jean Higaki presented the Cycle 1 LS&R Program, which was developed using the Scenario B option that did not include the additional Jobs Bill funding. Higaki handed out the Federal Cycle 1 project list for San Mateo County LS&R Program and the MTC's Pavement Management Program Certification List. Higaki requested that jurisdictions provide a "Scenario Report" from the MTC StreetSaver Program indicating that the proposed pavement overlay project would increase the Pavement Condition Index (PCI) by at least 5 points on the particular street.

5. Review and recommend approval of the funding allocation for the Federal Cycle 1 Transportation for Livable Communities (TLC) Program

Tom Madelena presented the Cycle 1 TLC program. Member Weil asked if there would be another funding cycle. Response was that there would probably be another cycle, to be determined by MTC. Madalena also indicated that the \$359,000 shifted to the LS&R program would be distributed to all jurisdictions.

6. Receive an update on the 2010 State Transportation Improvement Program (STIP) for San Mateo County

Sandy Wong provided an update on the 2010 STIP. Member Breault asked about the Bayshore Bikeway Phase 2 project not being on the list. Response was that the project would not be obligated until next year. Member Ovadia asked about including a design project without the construction phase (i.e., 101/Broadway Interchange). Response was that the reason the 101/Broadway project was included is because it is a high priority project, approved by Caltrans.

7. Model Ordinance: Pre-Tax Commuter Benefits

Sandy Wong presented the information on the Model Ordinance. Member Ovadia indicated that the ordinance should take into consideration the number of employees and proximity to transit in the formula since low employee threshold combined with lack of transit options may not be beneficial. Member Taylor questioned the cost for employers and fine for non-compliance and wanted to know who would administer the program. Member Murtuza also questioned who would be monitoring and enforcing the ordinance. Member Patterson indicated that it is premature at this point and discouraged C/CAG staff to work on this ordinance, indicating that this ordinance should be referred to the Alliance to gather additional information. Jim Bigelow mentioned that a lot of employers have less than 20 employees and no payroll staff therefore this ordinance would not be feasible. Bigelow also indicated that the Alliance might have already done some work with the ordinance. Patterson motioned for C/CAG staff to not commit time to this ordinance and refer the item to the Alliance.

8. Receive the initial draft of the C/CAG FY 2010-11 Program Budget and Fees Update

Sandy Wong presented the Budget highlighting that the member fees remain the same as last year.

9. Regional Project and Funding Information

Handouts (MTC's Memorandum on the Federal Inactive Obligations List) were provided to the TAC for information.

10. Executive Director Report

Sandy Wong provided information about SB83, which allows congestion management agencies (CMA) such as C/CAG to place a \$10 Vehicle registration fee on the ballot. Many Bay Area counties are considering placing the measure on the November 2010 ballot. C/CAG is coordination with other CMAs. At the May 13th Board Meeting, the Board authorized staff to move forward with performing a feasibility study (polling) for San Mateo County.

Wong mentioned that C/CAG is considering submitting a letter of interest for the MTC's Climate Initiative Program - Innovative Grants for a project to install hybrid/electric vehicle plug-in stations throughout San Mateo County. The idea is to get cities to partner on the proposed project.

Member Breault questioned how flexible the system would be and that the focus should be on the best technology, possibly considering a battery exchange program instead. Member Patterson indicated that the project should be broadened to "alternate fuel" to include CNG fueling stations, for example. Breault also indicated that considerations for alternate fuel vehicles should focus on the need to produce enough torque to run heavy vehicles/equipments. Member Murtuza indicated that staff should look at issues, costs, and previous experiences to replace existing fleets with electric vehicles or other alternate fuels. Member Vorametsanti looking at city car share programs, the more cities participate the better. Patterson concluded that there is no strong support for the plug-in stations since technology is moving fast therefore stations may not be viable, however, there is support for "car share" programs.

11. Member Reports

Member Weil recognized National Public Works Week. Co-chair Hurley reported that bids for the San Bruno grade separation project came in under the engineers' estimate.

End of meeting at 2:25 p.m.

C/CAG AGENDA REPORT

Date: June 10, 2010

To: CMP Technical Advisory Committee (TAC)

From: John Hoang

Subject: Review and recommend approval of a \$10 Vehicle Registration Fee (VRF)

Expenditure Plan

(For further information contact John Hoang at 363-4105)

RECOMMENDATION

That the TAC review and recommend approval of the Vehicle Registration Fee (VRF) Expenditure Plan.

FISCAL IMPACT

If a \$10 VRF measure is approved by the voters in November 2010, the expected annual revenue will be approximately \$6,700,000.

SOURCE OF FUNDS

Vehicle registration fee for motor vehicles registered within San Mateo County.

BACKGROUND/DISCUSSION

Senate Bill 83 (SB 83), authored by Senator Hancock and signed into law, authorizes C/CAG, as the countywide transportation planning agency, to impose an annual fee of up to ten dollars (\$10) on motor vehicles registered in San Mateo County, through a simple majority vote ballot measure, for transportation-related congestion mitigation and pollution mitigation programs and projects.

If approved by the voters in San Mateo County, the expected annual revenue from the vehicle registration fee is approximately \$6,700,000. The total cost of the recommended programs will be based on annual revenues received and the expenditure plan. The estimated cost to place the measure on the November 2010 ballot is \$500,000 to \$700,000. These costs would be reimbursable if the VRF passes.

SB 83/VRF Feasibility Survey

At the May 13, 2010 Board Meeting, staff was directed to conduct polling to determine the feasibility of placing the \$10 VRF measure on the ballot. The results are intended to inform the Board as to the likely intent of the voters to support the proposed fee and expenditures of revenue generated by the fees. The polling service conducted telephone interviews of 1,000

likely voters in San Mateo County as a whole. This sample size provides for 300 interviews in north, central, and southern San Mateo County, as well as 100 interviews of coastside voters. Potential voters were asked whether they would support a \$10 VRF program that includes:

- Repair, maintain and improve safety of city streets;
- Fund transit, including Samtrans and Caltrain;
- Enhance local public transportation for work, school and other trips including bus, bike and pedestrian alternatives;
- Reduce traffic and cut greenhouse gas emissions;
- Provide senior and disabled transportation; and
- Enhance Safe Routes to Schools

The final polling results, presented at the June 10th Board Meeting, indicated that **66%** of likely voters surveyed would support the \$10 VRF measure. The ballot measure requires a simple majority vote to pass. (Please refer to the attached SB83/VRF Feasibility Survey presentation for more details about the results.) Seven out of the other eight Bay Area counties have also conducted polling. San Mateo County's polling results are in line with most of the counties.

Placing a Measure on the November 2010 Ballot

In addition to the favorable support within San Mateo County, as indicated in the polling results, and the fact that most of the Bay Area counties (all except Napa) are concurrently planning to place a \$10 VRF measure on the November 2010 ballot, this would be a key window of opportunity for C/CAG to also place a \$10 VRF on the November 2010 ballot for San Mateo County and passing the measure. The Bay Area counties are working together on a coordinated effort for the ballot measure. The Metropolitan Transportation Commission is considering some region-wide education to support these measures. Therefore, the Board authorized developing the Expenditure Plan and ballot material for placing this measure on the November 2010 ballot.

Expenditure Plan Framework

The SB 83 statute requires that the Board adopts, by a majority vote, a finding of fact that the projects and programs to be funded by the fee increase have a relationship or benefit to the persons who will be paying the fee, and the projects and programs are consistent with the Regional Transportation Plan (RTP). The Board is also required to adopt an expenditure plan allocating the revenues to transportation-related programs and projects that have a relationship or benefit to the persons who pay the fees.

Similar to the current C/CAG \$4 VRF Program, it is proposed that 50% of the revenue collected under the potential \$10 VRF Program be allocated to local jurisdiction (or return to source) using the approved Measure A distribution formula and includes a guaranteed minimum amount for smaller cities. Forty-five percent (45%) will fund countywide/local programs and up to 5% for program administration. The draft Expenditure Framework includes two categories: Local Streets and Roads and Countywide and Local Transportation Programs. The draft Expenditure Plan indicated below provides a list of potential projects that may receive funding from the new \$10 VRF.

	\$10 Vehicle Registra	tion Fee - Draft Expenditure Plan (draft)	
Category	Local Streets and Roads (Return to Source)	Countywide and Local Transportation Programs	Program Administration
Allocation	50%	45%	5%
Annual Revenue ¹ (Million)	\$3.4M	\$3.0M	\$0.3M
Programs/ Projects	 Local Jurisdictions for Local Streets and Roads activities² Stormwater Pollution Prevention activities² 	 Transit Operations (Caltrain) Seniors and disabled services Safe Routes to School Intelligent Transportation System (ITS) San Mateo County Smart Corridor NPDES (National Pollutant Discharge Elimination System) 	- Up to 5% will be used to administer the programs.
Criteria	Guaranteed minimum amount to smaller cities (\$50K, \$75K, or \$100K). To be determined by the TAC. Cities and the County have discretion on how to use the funds (does not require a 50/50 split between the two programs	The percent of funds to be allocated to any one program or projects will be determined by a detailed expenditure plan, to be established by the TAC.	Unused funds will be distributed to the Countywide and Local Transportation Programs

- 1. Estimate a total of \$6.7 million annual
- 2. Similar projects eligible under the current \$4 VRF Program

Additional information on the draft Expenditure Plan, if available, will be provided at the TAC meeting.

ATTACHMENTS

- Final San Mateo County SB83/VRF Feasibility Survey results \$10 VRF Local Streets and Road Allocation Scenarios



City/County Association of Governments of San Mateo County

SB83/VRF Feasibility Survey

June 2010

Overview and Research Objectives



The City/County Association of Governments of San Mateo County commissioned Godbe Research to conduct a survey of voters with the following research objectives:

- Assess potential voter support for a \$10 vehicle registration fee for each vehicle registered in San Mateo County to repair, maintain, and improve streets and public transportation services in the County.
- > Prioritize potential projects to be funded based on voter reception;
- ➤ Test the influence of supporting and opposing arguments on potential voter support; and
- ➤ Identify any differences in voter support due to demographic and/or voter behavioral characteristics.

Methodology Overview



Data Collection	Telephone	Interviewing
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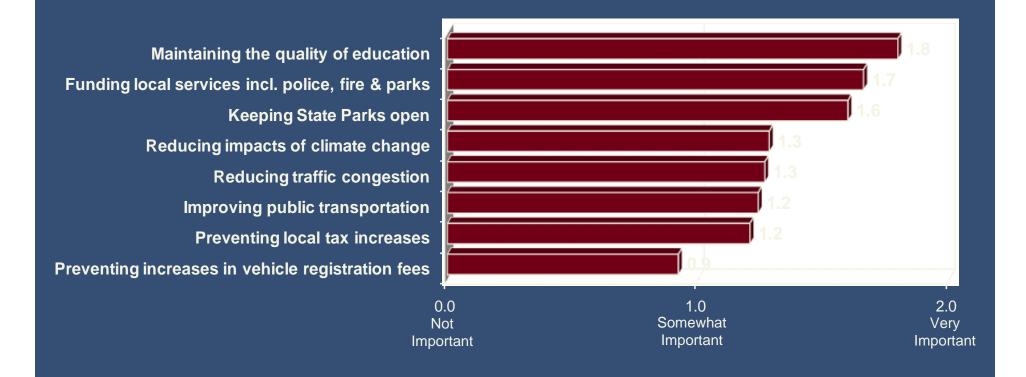
Universe	203,702 registered voters in the County of
	San Mateo who are likely to vote in the
	November 2010 election

Fielding Dates May 26 thro	ugh June 3, 2010
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> Interview Length 18 i	minutes
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Voter Priorities





Note: The above rating questions have been abbreviated for charting purposes. The responses were recoded to calculate mean scores: "Very Important" = +2, "Somewhat Important" = +1, and "Not Important" = 0.

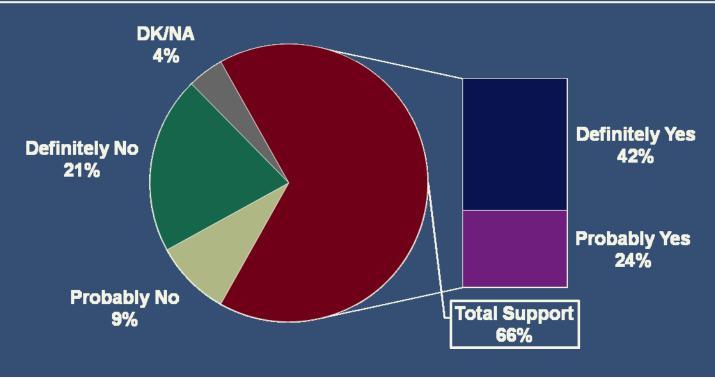
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Initial Ballot Test

In order to help:

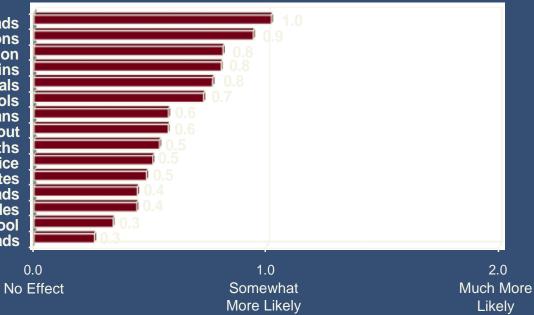
- •Repair, maintain and improve safety of city streets;
- •Fund transit, including Samtrans and Caltrain;
- •Enhance local public transportation for work, school and other trips including bus, bike and pedestrian alternatives;
- •Reduce traffic and cut greenhouse emissions;
- •Provide senior and disabled transportation; and,
- •Enhance Safe Routes to Schools

shall San Mateo County levy a \$10 vehicle registration fee for each vehicle registered in San Mateo County, requiring annual audits to ensure funds are spent as promised?



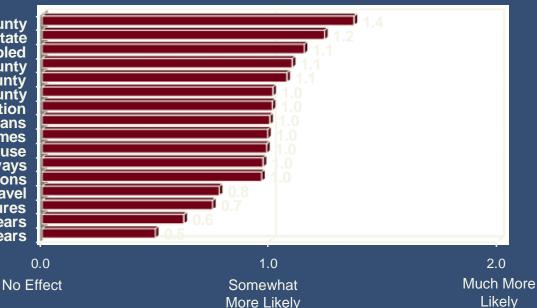
Features of the Measure

Fix potholes & maintain neighborhood streets/roads
Provide senior/disabled transportation options
Maintain County roads to improve traffic circulation
Reduce water pollution from oil, gas, etc. into storm drains
Reduce congestion at intersections & traffic signals
Safe bike & pedestrian routes to neighborhood schools
Safe bike & pedestrian access to Caltrain/Samtrans
Maintain street sweeping & storm drain clean out
Maintain existing pedestrian and bike paths
Help fund Caltrain service
Help fund improved Samtrans service on local routes
Improve pedestrian facilities on city streets/roads
Expand the use of alternative fuel vehicles
Programs for biking, walking & carpooling to school
Improve bike facilities on city streets/roads



Supporting Arguments

All money would stay in San Mateo County
Funds will benefit local transportation; won't go to State
More accessible public transportation for seniors/disabled
Connect transportation & transit alternatives in the County
Reduce traffic congestion on 101 & 280 within the County
Environmentally friendly transportation options in County
It will help reduce air pollution
Safer roadways for motorists, bicyclists & pedestrians
Reduce critical emergency response times
Independent citizens' oversight to ensure proper fund use
Reduce traffic congestion on local roadways
Critical to have well funded public transportation options
It would help teach kids about healthy ways to travel
CCAG provides annual public reports of all expenditures
Expenditure plan will be updated/approved every 10 years
Expenditure plan will be updated/approved every 20 years



Note: The above rating questions have been abbreviated for charting purposes. The responses were recoded to calculate mean scores: "Much More Likely" = +2, "Somewhat More Likely" = +1, and "No Effect" = 0.

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Potential Opposition Arguments

The measure would never expire

Voters passed a sales tax in 2004 for transportation

County should've managed its budget more efficiently

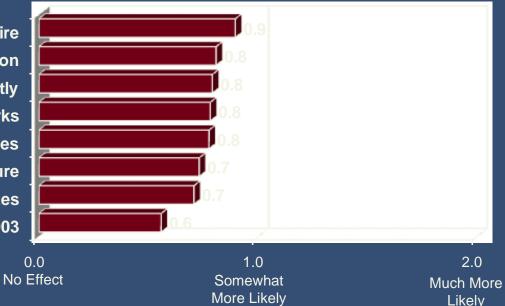
Another measure to increase VRF by \$18 for State Parks

Current economic crisis; not the time to raise taxes

VRF won't cover needs & they'll ask for more \$ in future

Cannot afford VRF increase along with other local taxes

VRF increase resulted in recall of governor in 2003



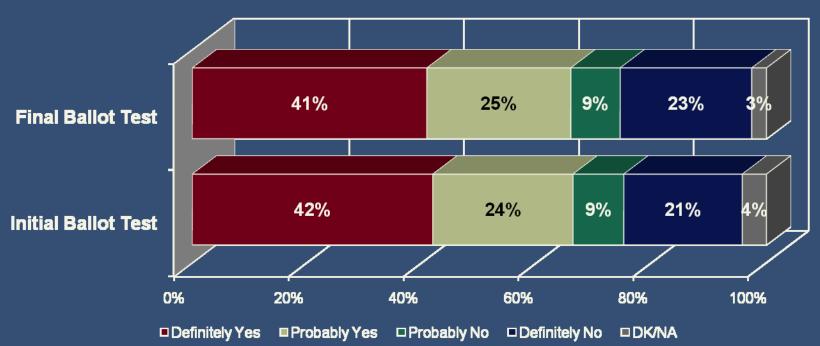
Note: The above rating questions have been abbreviated for charting purposes. The responses were recoded to calculate mean scores: "Much More Likely" = +2, "Somewhat More Likely" = +1, and "No Effect" = 0.

Final Ballot Test

In order to help:

- •Repair, maintain and improve safety of city streets;
- •Fund transit, including Samtrans and Caltrain;
- •Enhance local public transportation for work, school and other trips including bus, bike and pedestrian alternatives;
- •Reduce traffic and cut greenhouse emissions;
- •Provide senior and disabled transportation; and,
- •Enhance Safe Routes to Schools

shall San Mateo County levy a \$10 vehicle registration fee for each vehicle registered in San Mateo County, requiring annual audits to ensure funds are spent as promised?



Final Ballot Test Geographic Comparisons

		Area of	Residen	ce
	North	Central	South	Coastside
Sample Size (n)	300	300	300	100
Definitely Yes	33.1%	41.4%	46.4%	50.7%
Probably Yes	30.2%	24.3%	21.3%	22.5%
Probably No	8.7%	7.9%	9.1%	9.6%
Definitely No	23.9%	25.5%	20.3%	14.3%
DK/NA	4.1%	0.9%	2.9%	2.9%

Support for Different VRF Increases



The number of additional transportation and transit programs that can be put into service in San Mateo County will depend on the amount of the vehicle registration fee approved by voters.

If you heard that the vehicle registration fee would be _____ for each vehicle registered in San Mateo County, would you vote yes or no on this ballot measure?

	Definitely Yes	Probably Yes	Probably No	Definitely No	DK/NA
\$10 dollars	42%	24%	9%	23%	2%
\$5 dollars	55%	18%	6%	19%	2%

Summary of Findings



- After hearing a summary of the measure to increase the vehicle registration fee by \$10 for each vehicle registered in San Mateo County, 66 percent of the voters surveyed indicated support.
- Total support remained steady at 66 percent after the voters had heard additional information on the measure, including potential transportation improvements to be funded.
- The survey results show that a smaller increase of \$5 in the vehicle registration fee would garner stronger voter support, with approximately 73 percent indicating support at this rate.
- The voters most support the following funding priorities for this measure:
- Help fix potholes and maintain neighborhood streets and roads;
- Provide senior and disabled transportation options;
- Repair and maintain more than 1,800 miles of County roads to improve traffic circulation;
- Help reduce water pollution caused by oil, gas and exhaust particles running into storm drains; and
- Reduce congestion by improving existing intersections and by better timing of traffic signals.

\$10 Vehicle Registration Fee Allocation Options Measure A Formula

	[Annual S	cenario		20-Yr Scenario			
		Regular	\$50K min.	\$75K min.	100K min.	Regular	\$1M min.	\$1.5M min.	\$2.0M min.
	Total Revenue	6,700,000	6,700,000	6,700,000	6,700,000	134,000,000	134,000,000	134,000,000	134,000,000
	50% - LSR	3,350,000	3,350,000	3,350,000	3,350,000	67,000,000	67,000,000	67,000,000	67,000,000
Jurisdiction	% Share								
San Mateo County	13.02%	436,170	428,428	410,436	385,138	8,723,400	8,568,560	8,208,719	7,702,762
San Mateo	11.80%	395,300	388,283	371,977	349,050	7,906,000	7,765,669	7,439,546	6,980,998
Daly City	10.30%	345,050	338,925	324,692	304,679	6,901,000	6,778,507	6,493,841	6,093,583
Redwood City	9.45%	316,575	310,956	297,897	279,536	6,331,500	6,219,116	5,957,942	5,590,715
South SF	7.68%	257,280	252,713	242,100	227,178	5,145,600	5,054,266	4,842,010	4,543,565
Pacifica	5.18%	173,530	170,450	163,292	153,227	3,470,600	3,408,997	3,265,835	3,064,540
San Bruno	5.10%	170,850	167,817	160,770	150,861	3,417,000	3,356,348	3,215,397	3,017,211
Menlo Park	4.82%	161,470	158,604	151,943	142,578	3,229,400	3,172,078	3,038,865	2,851,560
San Carlos	4.32%	144,720	142,151	136,182	127,788	2,894,400	2,843,024	2,723,630	2,555,755
Burlingame	4.23%	141,705	139,190	133,344	125,126	2,834,100	2,783,795	2,666,888	2,502,510
Belmont	3.52%	117,920	115,827	110,963	104,123	2,358,400	2,316,538	2,219,254	2,082,467
Foster City	3.34%	111,890	109,904	105,288	100,000	2,237,800	2,198,079	2,105,770	2,000,000
East Palo Alto	3.28%	109,880	107,930	103,397	100,000	2,197,600	2,158,593	2,067,942	2,000,000
Hillsborough	3.01%	100,835	99,045	94,886	100,000	2,016,700	1,980,904	1,897,715	2,000,000
Millbrae	2.93%	98,155	96,413	92,364	100,000	1,963,100	1,928,255	1,847,277	2,000,000
Atherton	1.89%	63,315	62,191	75,000	100,000	1,266,300	1,243,823	1,500,000	2,000,000
Woodside	1.76%	58,960	57,913	75,000	100,000	1,179,200	1,158,269	1,500,000	2,000,000
Half Moon Bay	1.61%	53,935	52,978	75,000	100,000	1,078,700	1,059,553	1,500,000	2,000,000
Portola Valley	1.48%	49,580	50,000	75,000	100,000	991,600	1,000,000	1,500,000	2,000,000
Brisbane	0.96%	32,160	50,000	75,000	100,000	643,200	1,000,000	1,500,000	2,000,000
Colma	0.32%	10,720	50,000	75,000	100,000	214,400	1,000,000	1,500,000	2,000,000
Total	100.00%	3,350,000	3,349,719	3,349,532	3,349,283	67,000,000	66,994,373	66,990,631	66,985,666
		Difference	(281)	(468)	(717)	Difference	(5,627)	(9,369)	(14,334)
		% Reduction	1.7750%	5.9%	11.7%		1.7750%	5.9%	11.7%

C/CAG AGENDA REPORT

Date: June 17, 2010

To: C/CAG CMP Technical Advisory Committee (TAC)

From: Sandy Wong & Jean Higaki

Subject: Regional Project and Funding Information

(For further information or questions contact Sandy Wong at 650-599-1409 or

Jean Higaki at 650-599-1462)

RECOMMENDATION

This is an informational item.

FISCAL IMPACT

None.

SOURCE OF FUNDS

 N/Δ

BACKGROUND/DISCUSSION

C/CAG staff routinely attend meetings hosted by the Metropolitan Transportation Commission (MTC) and receive information distributed by the MTC pertaining to Federal funding, project delivery, and other regional policies that may affect local agencies. Attached to this report includes relevant information from MTC.

ATTACHMENTS

- 1. Federal Inactive Obligation
- 2. Status and due dates of HSIP/HR3/SRTS Projects

DEPARTMENT OF TRANSPORTATION

DIVISION OF LOCAL ASSISTANCE – M.S. 1 1120 N STREET P. O. BOX 942874 SACRAMENTO, CA 94274-0001 PHONE (916) 653-1776 FAX (916) 654-2409 TTY 711



May 3, 2010

Metropolitan Planning Organizations Regional Transportation Planning Agencies City and County Public Works Directors

Potential Loss of Federal Funds – Quarterly Review of Inactive Obligations – Quarter Ending March 31, 2010

Dear Director:

The California Department of Transportation (Caltrans) has started the quarterly review process of inactive obligations for the period from January 1, 2010, to March 31, 2010, as required under 23 Code of Federal Regulations (CFR) 630.106. The list of current inactive obligations is available for review on the Division of Local Assistance (DLA) Web site. A summary of the inactive obligations (inactive projects) listed by local agency is enclosed for your reference.

To prevent the deobligation and potential loss of unexpended federal funds for inactive projects with an unexpended balance greater than one dollar, local agencies must do one of the following:

- Submit a complete and correct invoice for eligible expenditures to the District Local
 Assistance Engineer (DLAE) by May 20, 2010. Simultaneously, submit advance
 electronic copies (for information only) without the detailed back up documents to
 chris.jensen@dot.ca.gov and balraj.sandhu@dot.ca.gov. Do not submit invoices directly
 to LPA.
- 2. Identify unneeded project funds and submit a formal deobligation request to the DLAE by May 20, 2010, then initiate project closeout.
- Submit a completed justification form (available on DLA Web site) along with all backup documentation to the DLAE by May 20, 2010.

Metropolitan Planning Organizations et al. May 3, 2010 Page 2

In addition, Federal Highway Administration (FHWA) has implemented the following:

- 1. FHWA will only consider justifications in the following categories:
 - right of way delay
- final invoice submittal
- litigation

- · environmental delays
- program funding issues
- FHWA will direct Caltrans to deobligate unexpended federal funds for any inactive projects that do not have a valid financial transaction, valid invoice, or approved justification.
- Caltrans will complete the deobligation of unexpended federal funds within 90 days after the review period. For the current review period, the deobligation of federal funds must be completed by June 30, 2010.

Justifications for inactive projects with less than one dollar remaining balance will be reviewed separately on a case by case basis. Agencies are encouraged to identify their projects in this status and do one of the following:

- (a) Complete the project closeout documents with enclosures, as per 23 CFR, and submit the complete package to the DLAE by May 20, 2010. Simultaneously, submit advance electronic copies (for information only) without detailed backup documents to chris.jensen@dot.ca.gov and balraj.sandhu@dot.ca.gov. Contact the DLAE for any assistance and guidance you may need to complete this package. Do not submit project closeout document package directly to Local Programs Accounting (LPA).
- (b) Submit a completed justification form to the DLAE by May 20, 2010, explaining in detail why the project should not be immediately closed out and when the project is expected to proceed. If project is complete and close out package is in preparation, include backup documents and anticipated date of submission to DLAE.

In addition, three and six-month Look Ahead Reports (Reports) are also available on the DLA Web site. The Reports include projects that will become inactive if an invoice has not been processed and a federal financial transaction has not occurred before June 30, 2010, and September 30, 2010, respectively. In the past, these Reports provide an opportunity for agencies to be proactive in preventing projects from becoming inactive and the potential loss of federal funds.

In an effort to minimize inactive obligations to the maximum extent possible, FHWA is moving towards a proactive approach. FHWA has proposed to deobligate projects three days prior to the month in which they would have become inactive. Local Agencies are strongly encouraged to submit invoices for projects on the Reports also.

Metropolitan Planning Organizations et al.

May 3, 2010

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If you have any questions regarding the quarterly review process, please contact your DLAE.

Sincerely

DENIX D. ANBIAH

Chief

Division of Local Assistance

Enclosures

 c: Local Assistance Deputy District Directors, Caltrans DLAEs, Caltrans

District Local Assistance Contact Information

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Inactive List for March 2010 Review (Review Period 01/01/10 - 03/31/10) D4 Projects

Agency Action Required	Confirmed FMIS (Deobilgation) transaction 04/27/10.	n Final Voucher process; monitor progress.	No documentation received; submit invoice o justification by 05/20/10.	No documentation received; submit invoice o ustification by 05/20/10.	ustification form submitted and reviewed; with speed of the submitted and reviewed; with second to EHWA at quarterly meeting.	Justification form submitted and reviewed; with sessing to EHMA at quartedy meeting.	nvoice rec'd by State, awaiting approval nonitor for FMIS transaction.	nvoice rec'd by State, awaiting approval nonitor for FMIS transaction.	Sonfirmed FMIS (Invoice) transaction 35/12/10.	Confirmed FMIS (Deobligation) transactior 04/29/10.	Confirmed FMIS (Deobligation) transaction 34/29/10.	Confirmed FMIS (Invoice) transaction 3427/10.	No documentation received; submit invoice o justification by 05/20/10.	
Justification Reason Lelitigation Fe Final Invoice Benoing prepared Re ROW issue E = Environmental Issue PeProgram Specific issue O=Other	Confirmed 04/27/10.	In Final Vo	No docum justificatio	No docum justificatio	Juetification	Juetification L	Invoice re monitor fo	Invoice re monitor fo	Confirmed 05/12/10.	Confirmed 04/29/10.	Confirmed 04/29/10.	Confirmed 04/27/10.	No docum justificatio	
Pocumentation Documentation Different Internal Invoice F Different Invoice Inv	₩.	N/A	×	×	\$	₹/N	N/A	N/A	4/14	₹N4	\$₩	₩	×	
FMIS Action: C= Closed D=De-Obligated E=FMIS Error I=Invoiced W=Withdrawn	а	N/A	N/A	N/A	₩.	ΨN	N/A	N/A		۵	Φ	-	N/A	
FIRST GIPY BOWNEN LPAMS Action Appearance (byyy) allowided Famm) Process Registed invoice A A Approved Invoice	щ	ш	N/A	N/A	***	₩.	-	-	4	щ	щ	4	N/A	
TIRST CERY Review I PAMS Action Appearance Appearance The Manual Process F Regeled Invoice A EApproved Invoice	2010-03	2009-09	2009-12	2009-12	2010-03	2010-03	2010-03	2010-03	2010-03	2008-12	2008 12	2010-03	2009-12	
Funds	\$1,044,890.90	\$1,288,050.00	\$0.00	\$0.00	\$113,283.00	\$586,717.00	\$278,037.36	\$0.43	\$672,000.00	00 08	\$48,000.01	\$5,377.36	\$0.00	
Expended	\$1,628,109.10	\$0.00	\$66,397.00	\$171,653.21	90 08	00 08	\$4,371,962.64	\$8,168,547.57	\$25,000.00	\$22,132.00	\$43,999.99	\$389,615.64	\$284,571.91	
Federal Funds	\$2,673,000.00	\$1,288,050.00	\$66,397.00	\$171,653.21	\$113,283.00	\$586,717.00	\$4,650,000.00	\$8,168,548.00	\$697,000.00	\$22,132.00	\$92,000.00	\$394,993.00	\$284,571.91	
Total Proj Gost	\$3,019,316.00	\$15,000,000.00	\$75,000.00	\$224,571.00	\$157.845.00	\$873,176.00	\$8,890,757.22	\$10,210,686.00	\$787,305.00	\$25,000.00	\$115,000.00	\$493,742.00	\$384,572.00	
Expenditure Date	4728/2009	6/1/1993	12/5/2006	12/5/2006	3/11/2009	3/11/2009	2/22/2008	2/22/2008	3/30/2008	12/28/2005	12/28/2005	1/30/2007	10/16/2006	
Auth Date	4/15/2007	6/1/1993	9/1/1996	9/1/1996	3/11/2009	3/11/2009	9/12/2001	9/12/2001	3/22/2008	9/4/1996	9/4/1996	6/7/2000		
Des erfption	Valencia Street Pavement Renovation	Metro East Light Rail Maintenance and Storage Facility	UNITED AIRLINES/35C-0085.	UNITED AIRLINES/35C-0085.	Daly City: Mission Street SR82 fr John Daly Blvd to Alp Street	Daly City: Mission Street SR82 fr John Daly Blvd to Alp Street	I-80/Leisure Town Rd. I/C, Leisure Town Rd. from Orange Dr. to Vacc Valley Rd.	I-80/Leisure Town Rd. I/C, Leisure Town Rd. from Orange Dr. to Vacc Valley Rd.	Lemon street between Sonoma Blvd. and Curtola Parkway	SONOMA CREEK 20C 0017	SONOMA CREEK 20C 0017	PORTER CREEK RD ON PORTER CREEK BR. NO. 20C 0112	SR12/121; 400 meters west and 200 meters east of intersection with 8th Street East	
Responsible Agency	San Francisco County	San Francisco County	San Francisco International Airport	San Francisco International Airport	San Mateo County Transit District	San Mateo County Transit District	Solano Transportation Authority	Solano Transportation Authority	Vallejo	Sonoma County	Sonoma County	Sonoma County	Sonoma County	
County	벎	SF	SM	SM	3	35	Sol	Sol	3	Ses	\$	50	Son	
Prefix	dis	CRP	STPLZ	STPLZ	HP211	HP211	HP21L	HP21L	T T S	STPLZ	STPLZ	BRLS	STPL	
Project No	5934131	L089804	6097002	6097002	6014007	6014007	6249009	6249009	5030045	5920036	5920036	5920045	5920067	2

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March Inactive Projects 3 Month (June 2010) Look Ahead

LPAMS Action I=Invoiced F= In Final Voucher Prefected Invoice A = Approved Invoice (as of 05/20/10)	N/A	_	N/A	N/A	N/A	_	N/A	N/A	N/A	N/A
Unexpended	\$652,972.83	\$3,882,076.00	\$18,797.69	\$19,932.34	\$77,000.00	\$3,028,000.00	\$0.00	\$548,000.00	\$347,795.00	\$629,000.00
Expended	\$2,596,042.17	\$0.00	\$917,702.31	\$980,067.66	\$0.00	\$0.00	\$15,000.00	\$0.00	\$0.00	\$0.00
Federal Funds	\$3,249,015.00	\$3,882,076.00	\$936,500.00	\$1,000,000.00	\$77,000.00	\$3,028,000.00	\$15,000.00	\$548,000.00	\$347,795.00	\$629,000.00
Total Proj Cost	\$4,061,269.00	\$3,882,076.00	\$2,222,617.00	\$2,008,383.00	\$126,780.00	\$6,682,178.00	\$57,000.00	\$566,376.00	\$354,296.00	\$1,139,705.00
Expenditure Date	04/08/09	06/17/09	05/01/07	05/01/07	04/06/08	60/90/90	02/08/09	02/08/09	05/20/08	02/08/09
Auth Date	04/01/97	06/17/09	05/13/02	05/13/02	04/06/08	06/02/09	04/19/08	04/19/08	05/20/08	02/08/09
Description	SR 101 DOYLE DRIVE REPLACEMENT PRELIM DESIGN, PROJECT REPORT, ENV.	STATEWIDE: PROJECT WORK MAY OCCUR IN ALL CO., STATEWIDE SUPPORT FOR SRTS PROGRAMS	SR 82 (EL CAMINO REAL) SNEATH LANE TO I-380 , MODIFY SIGNAL, TURN POCKETS, SW	SR 82 (EL CAMINO REAL) SNEATH LANE TO I-380 , MODIFY SIGNAL, TURN POCKETS, SW	SECOND STREET FROM BRUNNING ST. TO MAIN ST., AC OVERLAY	ALLISON AND ULATIS DRIVES INTERSECTION , INTERMODAL TRANSP. STATION	STREET SMART SEBASTOPOL PHASE 2, PEDESTRIAN AND BIKE PATH	STREET SMART SEBASTOPOL PHASE 2, PEDESTRIAN AND BIKE PATH	16 locations is Sonoma County - Emergency Openings	WESTERN AVENUE AT WINDSOR AND CHILENO, BIKE PATH
Responsible Agency	San Francisco County Transportation Authority	University of California at San Francisco	San Bruno	San Bruno	Rio Vista	Vacaville	Sebastopol	Sebastopol	Sonoma County	Sonoma County
County	SF	SF	SM	S	Sol	Sol	Son	Son	Son	Son
Prefix	HPLUL	SRTSLNI	CML	CML	STPL	CML	CML	CML	ER	CML
Project No	6272009	6342004	5226010	5226010	5099012	5094048	5123013	5123013	4442088	5920112
District	04	04	04	04	04	04	04	04	04	04

Data as of 05/20/10 Date printed: 5/26/2010 LSRWG 06/03/10: Page 23 of 151

6 Month Look Ahead Ending September 2010

Project No Prefix	Pre	fix	County	Responsible Agency	Description	Auth Date	Expenditure Date	Total Proj Cost	Federal Funds	Expended	Unexpended Funds
5005087 HPLUL SCI		sc		San Jose	COYOTE CREEK TRAIL (SR237 TO STORY RD), BIKE/PED TRAIL	7/3/2008	8/4/2009	\$1,219,763.00	\$975,810.00	\$153,102.25	\$822,707.75
6264033 HPLUL SCI		SC	_	Santa Clara Valley Transportation Authority	INTERSTATE 880, INTERSTATE 280 & STEVEN CREEK , INTERCHANGE IMPROVEMENT	9/15/2008	9/15/2008	\$542,666.00	\$434,133.00	\$0.00	\$434,133.00
6264042 ESPL S		S	SCI	Santa Clara Valley Transportation Authority	SR237//-880 , EXPRESS CONNECTORS	9/21/2009	9/21/2009	\$2,700,000.00	\$2,700,000.00	\$0.00	\$2,700,000.00
6264042 ESPL 8		0)	SCI	Santa Clara Valley Transportation Authority	SR237//-880 , EXPRESS CONNECTORS	9/21/2009	9/21/2009	\$4,950,000.00	\$3,960,000.00	\$0.00	\$3,960,000.00
6328028 HSIPL			SF	City & County of San Francisco, MTA/Parking & Traffic	1) POLK ST: BROADWAY ST - O' FARRELL ST; 2) P , INSTALL EMERGENCY VEHICLE PREEMPTIO	9/1/2009	9/1/2009	\$850,000.00	\$765,000.00	\$0.00	\$765,000.00
6328030 ESPLE			SF	City & County of San Francisco, MTA/Parking & Traffic	SAN FRANCISCO INNER SUNSET AREA , TRAFFIC CALMING MEASURES	9/8/2009	9/8/2009	\$632,295.00	\$632,295.00	\$0.00	\$632,295.00
6342003 RPSTPLE			SF	University of California at San Francisco	₽	12/13/2007	7/22/2009	\$885,000.00	\$783,000.00	\$7,287.47	\$775,712.53
5268004 ESPLEHP	ESPLEHP		SM	Belmont		8/21/2009	8/21/2009	\$1,952,194.00	\$1,952,194.00	\$0.00	\$1,952,194.00
5268004 ESPLEHP	ESPLEHP		SM	Belmont		8/21/2009	8/21/2009	\$213,750.00	\$171,000.00	\$0.00	\$171,000.00
5268004 ESPLEHP			SM	Belmont	OVERCROSS SR101 NORTH RALSTON EXIT , PEDESTRIAN OVERCROSSING	8/21/2009	8/21/2009	\$910,879.00	\$728,703.00	\$0.00	\$728,703.00
5268016 ESPSEHP			SM	Belmont	OVERCROSS SR101 NORTH RALSTON EXIT , PEDESTRIAN OVERCROSSING	8/14/2009	8/14/2009	\$2,493,000.00	\$2,493,000.00	\$0.00	\$2,493,000.00
5268016 ESPSEHP	ESPSEHP		SM	Belmont		8/14/2009	8/14/2009	\$419,181.00	\$335,345.00	\$0.00	\$335,345.00
5268016 ESPSEHP	ESPSEHP		SM	Belmont	OVERCROSS SR101 NORTH RALSTON EXIT , PEDESTRIAN OVERCROSSING	8/14/2009	8/14/2009	\$1,785,320.00	\$1,428,256.00	\$0.00	\$1,428,256.00
5226016 ESPL	ESPL		SM	San Bruno	CITYPRK, CRESTWOOD, JENVEIN, CRESTMOOR IN SNBRNO, AC OVERLAY	7/22/2009	7/22/2009	\$1,624,195.00	\$659,000.00	\$0.00	\$659,000.00
5177020 CML	CML		SM	South San Francisco	BETWN ORANGE&CHESNUT BETWN CHESTNUT&SSF BART, PEDESTRIAN & BIKE PATH	4/26/2008	9/22/2009	\$177,000.00	\$156,698.00	\$0.00	\$156,698.00
5177020 CML	CML		SM	South San Francisco	BETWN ORANGE&CHESNUT BETWN CHESTNUT&SSF BART , PEDESTRIAN & BIKE PATH	4/26/2008	9/22/2009	\$3,056,462.00	\$2,705,886.00	\$1,876,903.43	\$828,982.57
5003023 ESPLE	ESPLE		Sol	Benicia	ROUTE 780 AT STATE PARK RD O.C. , WIDEN OC FOR CLASS 1 BIKE PATH	7/1/2009	7/1/2009	\$538,907.00	\$320,000.00	\$0.00	\$320,000.00
5003023 ESPLE	ESPLE		Sol	Benicia	ROUTE 780 AT STATE PARK RD O.C. , WIDEN OC FOR CLASS 1 BIKE PATH	7/1/2009	7/1/2009	\$2,278,093.00	\$1,351,000.00	\$0.00	\$1,351,000.00

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Here are some frequently asked questions regarding the Inactive Projects list and how to check on the status of a project:

Q. We have submitted an invoice. How come the project is still shown on the list?

A. The list is a snapshot in time (Dec. 31, 2008). If a project did not have a valid FMIS transaction by that date based on the three tiers described in 23CFR630.106 the project was considered inactive. Agencies might have submitted an invoice prior to that date, but if the invoice had not cleared FMIS, the project was considered inactive. Agencies might have submitted an invoice *after* that date. If so, the current status of the invoice is shown in columns AF and AH of the spreadsheet.

Q. How can I get my project off of the list?

A. All of the projects that started on the list will remain on the list. The status of your particular project is what you should be concerned about. Please review columns AF, AH and AJ of the spreadsheet on the website. Column AF is the status of projects in LPAMS (the State's accounting system). Below are the codes, their meaning and what further action is required:

LPAMS Actions

N/A - No documentation received (Action required - submit invoice or justification)

- F In Final Voucher Process (Action required submit justification stating project is in Final Voucher process and provide documentation for final close-out (if applicable))
- I Invoice received by LPA (Monitor as project moves through LPAMS)
- R Rejected invoice (Action required invoice returned to agency for correction and resubmittal)
- A Approved invoice (No action required. Monitor project status as invoice proceeds through FMIS)

After being processed through the State's system, the project proceeds through FMIS (FHWA's accounting system). Below are the codes, their meaning and what further action is required:

FMIS Actions

N/A - Project has not reached FMIS yet (Monitor status for projects you have submitted paperwork)

- I Invoice has been processed in FMIS (Yes! Goal achieved. No further action required)
- D Funds have been deobligated (No further action required)
- **C** Project is closed (No further action required)
- W Project is cancelled/withdrawn (No further action required)

The final column (AJ) will be used when we start getting closer to our scheduled Quarterly Review meeting with FHWA and justification forms start coming in to our office. Below are the codes, their meaning and what further action is required:

Documentation Received

N/A - Documentation not required (The project has a valid FMIS transaction; no further action required)

- X No documentation received (Action required submit either a justification form, copy of invoice or deobligate funds)
- J Justification form received (No further action required, unless more information is requested)
- I Copy of invoice received (No further action required)
- **D** Funds have been deobligated for the project (No further action required)

Q. So now that I know how to check my project's status, what else do I need to do?

A. Be proactive! The easiest way to get your project taken care of is to submit a valid, payable invoice. The sooner, the better. If you have submitted an invoice and it does not show up in our regular updates, call Chris Jensen (916-653-3085) and we will investigate the invoice's whereabouts. As described above, monitor the process of your submittals (invoices or justifications). The best advice I can give you is to use the Look Ahead Reports and prevent your projects from even getting on the Inactive Projects list by submitting invoices in a timely manner. Don't give FHWA an excuse to deobligate your project's Federal Funds.

Subject: NEW Safety Program Delivery Requirements for HSIP/HR3/SRTS Projects

Attachments: Summary of Agencies with Federal Safety Projects

>>> John Brewster <john brewster@dot.ca.gov> 4/27/2010 2:44 PM >>>

Bay Area Local Agency,

The Department of Transportation (Caltrans) is now requiring local agencies to meet specific delivery timelines for all past and future projects in the three local federal Safety Programs: Highway Safety Improvement Program (HSIP), High Risk Rural Roads Program (HR3), and Safe Routes to School Program (SRTS).

To quickly confirm if your agency has an on-going project in one of these three programs, please review the attached file titled "Summary of Agencies with Federal Safety Projects". If your agency's name is on the list, you have at least one on-going safety project and are now required to meet new delivery requirements for the project. Please see our webpage below for additional information and to view the five (5) unique Delivery Status Reports that show delivery summaries by program, MPO, agency, and by individual project.

http://www.dot.ca.gov/hq/LocalPrograms/HSIP/delivery_status.htm

If you have a safety project from Cycle 1 or 2, please check the delivery schedule for those projects. If you expect that your agency cannot meet these new delivery dates, please provide me with a revised delivery schedule, with justification, **by June 1, 2010**. If the revised delivery schedule is approved, you will be held to deliver the project milestones on the revised schedule. The "Complete Project Listing" report (one of the 5 reports on the webpage referenced above) will be updated to reflect any revised schedules in the next quarterly report release in July.

For those agencies that do not have an on-going federal safety program project, we still encourage you to visit the webpage to familiarize yourself with the new delivery requirements.

Please feel free to contact my office with any questions or comments you may have.

(See attached file: Summary of Agencies with Federal Safety Projects.xls)

John C. Brewster, P.E.

Caltrans District 4 - Local Assistance

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Project Delivery Requirements for Local Safety Programs

Background

Need for Clear, Consistent, and Enforceable Delivery Requirements

- 1. The past delivery requirements have varied from cycle to cycle and have varied from program to program for the three local safety programs: Highway Safety Improvement Program (HSIP), High Risk Rural Roads (HR3), and Federal Safe Routes to School Program (SRTS).
- 2. Previous delivery requirements for the local safety programs stated that if projects do not meet delivery requirements, the project's funding could be de-obligated and/or the project would be dropped from the program. However, these policies were not enforced since they did not promote expedited delivery of the most critical safety projects.
- 3. Past delivery data showed that it was typical for a project to take close to a year to obtain approval to proceed with Preliminary Engineering (PE) and almost two years to close-out the project once construction was complete.
- 4. To date, overall project delivery of local safety projects has been poor and the actual delivery schedules for most safety projects have not met the original schedules proposed by the agencies in their application forms.
- 5. The poor delivery of safety program projects has resulted in the following:
 - a. In 2006, the Federal Highway Administration (FHWA) requested that Caltrans search for ways to improve project delivery and participate in the preparation of the "FHWA 2006 Annual Risk Analysis Report".
 - b. Obligation rates of federal safety funds remained well below apportionment levels.
 - c. In 2009, FHWA again requested that Caltrans search for ways to improve the delivery and participate as a 2009 FHWA Focus State for local safety programs.
 - d. Safety projects that are not delivered in a timely manner have to be carried over into subsequent Federal Transportation Improvement Programs (FTIP) thereby reducing financial programming capacity for new projects. If the delivery does not improve in the future, the lack of FTIP programming capacity may require Caltrans to delay making future calls-for-projects.

Major Steps in the Preparation of the New Safety Program Delivery Requirements

- 1. In October 2009, the Caltrans, Division of Local Assistance, Office of Bridge and Safety Programs (OBSP) created a webpage for "Safety Program Delivery Status Reports" at: http://www.dot.ca.gov/hq/LocalPrograms/HSIP/delivery status.htm
- 2. In January 2010, OBSP implemented new delivery requirements in conjunction with the notification of successful HSIP Cycle 3 projects.
- 3. In March 2010, OBSP worked with a committee of State, Federal, and Local Agency representatives to finalize revised delivery requirements for all Cycle 1 and Cycle 2 safety projects in the HSIP, HRRR, and SRTS programs. These delivery requirements are consistent with the requirements for HSIP Cycle 3 projects. The final delivery requirements are discussed below.

Caltrans Division of Local Assistance

4. In April 2010, OBSP updated the "Safety Program Delivery Status Reports" webpage to include the new delivery requirements for all projects and updated the status reports to reflect the new delivery requirements.

New Safety Program Delivery Requirements

Requirement Details

The key delivery requirements for new safety projects are as follows:

The three milestones and corresponding delivery deadlines are:

- 1. Request for Authorization to Proceed with PE within 6 months after the project is amended into the FTIP.
 - a. For agencies that will not request Authorization to Proceed with PE because they are using their own work force or using other funds for that phase, the agency will only be held to requesting Construction Authorization within 30 months after the project is amended into the FTIP.
 - b. For agencies that retain consultants for any PE work will be provided an additional six (6) months of PE time. This will extend the CON Auth and Close-Out Milestone dates by 6 months.
- 2. Request Authorization to Proceed with Construction within 30 months (2 ½ years) after the project is amended into the FTIP.
- 3. Complete construction and close-out the project within 54 months (4 ½ years) after the project is amended into the FTIP.

OBSP staff will track the delivery of the local safety projects and prepare a quarterly report showing the delivery performance of each project. Projects that are on or ahead of schedule will be identified with a green checkmark and/or green diamond. Projects that are behind schedule will be identified with a red flag. Flags will be removed in later reports after the agency has completed the milestone. If an agency has an active safety project with a red flag in the latest quarterly report released during a future 'call for projects' cycle, Caltrans will not accept applications from that agency for the program that includes the flag. Example: If an agency has a flagged SRTS project, it would be prevented from submitting an SRTS application. This flagged SRTS project would not prevent the agency from submitting an application for a HR3 or HSIP project.

For a proposed project involving lengthy delivery elements, (i.e. right-of-way acquisition or environmental permits from outside or regulatory agencies), Caltrans recommends agencies consider alternatives to reduce the risk that they will miss the delivery requirements and be excluded from future funding until after the project is completed. Some possible alternatives include:

- 1. Completing all or part of the PE Phase before requesting safety funding.
- 2. Down-scoping the project to avoid the environmental, right-of-way or other project components that can cause the project to miss the delivery milestones.

Caltrans Division of Local Assistance

- a. Down-scoping the project does not necessarily reduce the net safety benefits of a given project. There may be alternative countermeasures that can be applied to a location which will result in an equal or larger benefit-to-cost ratio.
- 3. Selecting a different project altogether that can be delivered on an expedited schedule.

It is understood that many local agencies may not be able to fully fund the PE Phase of a critical, complex, and lengthy safety project. For this reason, Caltrans will rate those types of projects similarly to other projects and leave the decision up to the local agency to seek safety funding with the understanding that there is a high risk that their project will miss the delivery requirements, be flagged, and the agency will be excluded from future funding under that program until after the project is completed.

Applying the New Safety Program Delivery Requirements to Past Projects

Agencies for all past successful safety projects, including Cycles 1 and 2 of the HSIP, HR3 and SRTS programs were not apprised of these Delivery Requirements at the time they proposed the project for funding; therefore, Caltrans has established slightly different requirements for these projects.

All projects will be granted the full duration of the delivery phase that they were in as of March 31, 2010. For example, a project without PE authorization will be given a full 6 months from March 31, 2010 to obtain PE authorization, even if the project is a Cycle 1 project that was originally approved in the FTIP in 2007. This project would also have an additional 24 months to obtain Construction Authorization and 24 months to close-out the project.

The following table shows the actual new delivery deadlines for Cycle 1 and Cycle 2 safety projects:

Current Status of Project	Authorize PE by:	Authorize CON by:	Close-out Project by:
No Phase Authorized	Sept. 30, 2010	Sept. 30, 2012	Sept. 30, 2014
PE Authorized		Mar. 31, 2012	Mar. 31, 2014
CON Authorized			Mar. 31, 2012

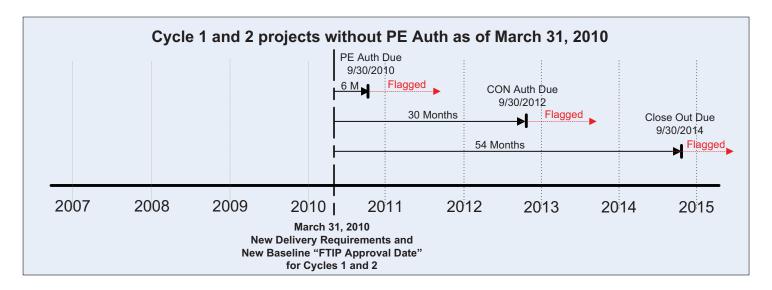
After notification of these new delivery requirements for Cycle 1 and 2 projects, agencies will be given one month to review the project status and if necessary, to provide a revised delivery schedule with justification for extending the time frames shown above.

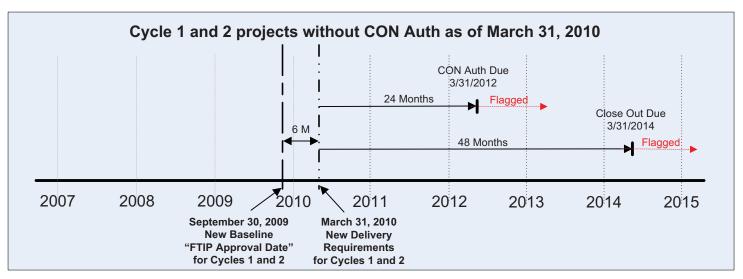
Diagrams for the New Safety Program Delivery Requirements

The following diagrams visually illustrate the new delivery requirements. They show the differences between the delivery requirements for future safety projects and past Cycle 1 and Cycle 2 safety projects. The key difference is that future project delivery milestones will be based on their actual FTIP Approval Date from FHWA, while past project delivery milestones for Cycle 1 and Cycle 2 projects will be based on a baseline FTIP Approval Date that varies based upon the status of the project as of March 31, 2010.

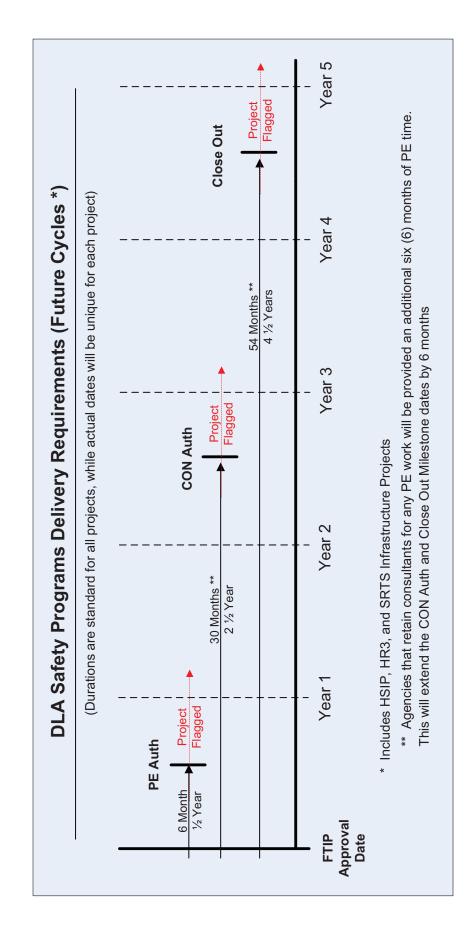
DLA Safety Programs Delivery Requirements (Cycles 1 and 2 only)

(Cycle 1 and 2 projects will have to meet these delivery dates, unless they formally request and justify a time extension.)









High Risk Rural Roads Program (HR3) Project List - Sorted by District and Agency - District 4 Data as of 3/31/10

						3	3							Track	ing of P	さ	elivery	Miles	ones
General Project Information	nation						Actı	ıal Proj	ect De	elivery I	Actual Project Delivery Information	ion	For Cycle	The project has met and/or moved past the milestone in this phase of deliven. The project is in this deliveny phase and has more than 3 months to meet the mileston is a tank and the project is an extra page of an order.	is met and/or moved past the is phase of deliver. In this delivery phase and has rorths to meet the milestorn sts, the TTIP Approval Date shown nents on the DLA webpage for ments on the DLA webpage for ments.	past the sand has lieston at shown has been age for more details.	The proje delivery r The proje the next of	equirement me equirement moders is in this phase. Our Report if the	The project has met and/or moved past the minimum misstore in this phase of deliver. The project is this delivery plase and has more than 3 months to meet the milestorm is to project is in this delivery plase and has more than 3 months to meet the milestorm of the more years of the milestorm o
Project Location Description of Work Current Total Project Cost Estimate (\$)		Current Tots Project Cos Estimate (\$)	l= -	Current Programmed Federal Funds (\$)	Cycle	PE Auth Date	ROW C Auth Date	CON Auth O	Closed out Date	Obligated Federal Amt (\$)	Last Invoice Payment Date	E Expended Federal Amt (\$)		FTIP Approval Date C6	Date PE should be authorized. (6 months after FTIP approval date)		Date CON should be authorized. (30 months after FTIP approval date)		Date Close-out should be completed. (54 months after FTIP approval date)
Patterson Pass Road at milepost 6.4 in unincorporated Alameda Widen or Improve Shoulder \$ 909,000 County	ь			\$ 818,100	-	12/19/08			•	\$ 100,800	0 3/24/10	8	40,337	60/08/6	3/31/10	3/31/12		3/3	3/31/14
Alhamhtra Valley Road: 4700 to 6350 feet east of Castro Ranch Road Road Road	↔			000'006 \$	-	1/3/08				\$ 338,400	0 3/30/10)E \$	305,732 9/3	9/30/09	3/31/10	3/31/12	12	3/3	3/31/14
Dear Valley Road from Marsh Creek Road to Briones Valley Widen or Improve Shoulder \$ 1,001,000 Road in east Contra Costa County	\$ 1,001,000	1,001,000		000'006 \$	-	3/2/08	•			\$ 131,400	0 4/8/09	÷	131,400 9/3	60/08/6	3/31/10	3/31/12		3/3	3/31/14
Marsh Greek Road - west of Widen or Improve Shoulder \$ 2,492,000 \$ Round Valley Park to Lydia Lane	\$ 2,492,000	2,492,000	↔	000'006	-	2/24/08			07	\$ 234,000	0 9/23/09	\$ 23	234,000 9/3	3/.60/06/6	3/31/10	3/31/12	12	3/3	3/31/14
Marsh Creek Road from 2.0 to 2.5 shoulders; relocate utilities; rinifes west of Deer Valley Road irringrove highway signage and drainage	/ and \$ 1,050,000	1,050,000		000'006	2	7/16/09				\$ 150,000	0 3/30/10	€	11,895 9/3	3/.	3/31/10	3/31/12	12	3/3	3/31/14
On Marsh Creak Road from 1 mile Widen roadway and shoulders; \$90,000 \$ adeast of Kusselmann Park Road to install guardrall :elimings, \$90,000 \$ Add mile west of Morgan Territory roadway obstacles; install signs, \$ Road	000'006 \$	000'006		810,000	2				↔			↔	9/6	3/31/10 9/:	9/30/10	9/30/12		6/3	9/30/14
Alhambra Valley Road from Baar Ceek Road to approximately 2200 Realign and widen roadway \$ 900,000 \$ feet leads.	000'006 \$	000'006		810,000	2	9/1/09			97	\$ 200,000	0 3/30/10	€9	22,761 9/3	60/08/6	3/31/10	3/31/12	12	3/3	3/31/14
Along Point Reyes Petaluma Road Upgrade guardrall; install \$ 312,500 \$ Road from Mile Post 4.7 to 4.8	\$ 312,500	312,500	₩	281,250	2	2/2/10			97	\$ 54,000	0 2/2/10	↔	6/6	9/30/06	3/31/10	3/31/12	12	3/3	3/31/14
Wooden Valley Road from Solation Install guardrail, pavement \$ 259.700 \$ 121 (PM 6.7)	\$ 259,700	259,700	↔	233,730	2				₩		-	φ	3/3	3/31/10 9/.	9/30/10	9/30/12	12	6/3	9/30/14
North Kelly Road at PM 1.50 Upgrade guardrall; improve signs \$ 24,200 \$	\$ 24,200	24,200	↔	21,780	2				69			₩	3/3	3/31/10 9/	9/30/10	9/30/12		6/6	9/30/14
Hicks Road from Shannon Road to Upgrade Quardrall (include new \$ 264,000 \$ quardrall)	\$ 264,000	264,000		237,600	-	10/12/07		3/19/09	0)	\$ 237,600	0 3/17/10	\$	19,672	3/30/07	3/31/08	3/31/10	10		3/31/12
Santa Clara County 4.3 miles southwest of Felter Road Widen or Improve Shoulder \$ 985,000 \$	\$ 985,000	985,000	↔	886,500	-	10/11/07		1/12/10	•	\$ 886,500	0 2/25/10	€9	22,799 9/3	9/30/07	3/31/08	3/31/10	5		3/31/12
Santa Clera County Reiter Road between Calaveras Viden shoulders at spot locations; install guardrail, signs, \$ 560,000 \$ stripes and pavement markers	\$ 560,000	260,000		504,000	2	4/3/09			97	\$ 45,000	0 3/17/10	₩	16,586	60/08/6	3/31/10	3/31/12		3/3	3/31/14
Gibson Canyon Road, 0.4 miles north of Pamela Lane to 0.65 Realign Roadway \$ 468,050 \$ miles north of Pamela Lane.	468,050	468,050		421,245	-	12/5/07			07	\$ 84,600	0 1/21/10	₩	81,369	60/08/6	3/31/10	3/31/12	12	3/3	3/31/14

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Printed On: 4/30/2010

High Risk Rural Roads Program (HR3) Project List - Sorted by District and Agency - District 4 Data as of 3/31/10

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inimum in this a will FLAG in tone is not	requirements.	Date CON should be Date Close-out should be authorized.	(6 months after FTIP (30 months after FTIP (54 months after FTIP approval date) approval date)	
lestone s not met the m ment milestone this phase an port if the miles	orogram delivery	Date Close com	(54 montl appro	3/31/14
ivery Milestones The project has not met the minimum elekery requirement milestone in this The project is in this phase and will FLAG in the next Our Report if the milestone is not	sted for the new p	e CON should be authorized.	months after FTIP approval date)	•
e S	rn has been adjus nore details.	Date CON autho	(30 months approv	3/31/12
Tracking of Project Delivery Milestones The project has not and/or moved past the Melsone in this phase of deliver. Cabevay requirement milestone in this phase of deliver. The project is in this delivery phase and has	oproval Date show LA webpage for n	Date PE should be authorized.	months after FTIP approval date)	\triangleright
Tracking of P The project has met and/or moved milestone in this phase of deliven. The project is in this delivery phase more than 3 months to meet the m	jects, the FTIP A	Date PE autho	(6 months approv	3/31/10
Tracking of Project Delivery Milestones The project has met and/or moved past the Son The project has not met the minimum delivery requirement missone in this phase of delivery. The project is this factor or the project in this phase and will FLA the most flat and missiones in the project in the missiones in the project in the missione in the project in the project in the missione in the project in the project in the missione in the project in the project in the project in the missione in the project i	 For Cycle 1 and 2 projects, the FTIP Approval Date shown has been adjusted for the new program delivery requirements. See the delivery requirements on the DLA webpage for more details. 	FTIP Approval Date	*	60/08/6
uc		Expended Federal Amt	(\$)	\$ 49,500
formatic			Date	49,500 8/3/09 \$
Actual Project Delivery Information		Cycle PE Auth ROW CON Auth Closed Obligated Last Invoice Date Auth Date out Date Federal Amt Payment	(\$)	\$ 49,500
oject D		Closed out Date		
tual Pro		CON Auth Date		
Ac		ROW	Date	
		PE Auth Date		12/19/08
		Cycle		2
		Current Programmed	Federal Funds (\$)	000'006 \$
		Current Total Project Cost		\$ 2,695,000 \$
General Project Information		Description of Work		Install traffic signal; add turn lanes; widen roadway and shoulders
General Pro		Project Location		5920(113) Sonoma County Adobe Road at East Washington lanes, widen roadway and shoulders
		Agency		Sonoma County
		Project Number		5920(113)

Highway Safety Improvement Program (HSIP) Project List - Sorted by District and Agency Data as of 3/31/10

														Tra	Tracking of Project Delivery Milestones	Projec	t Delive	ery Mile	stones	40
		General Pr	General Project Information					Actua	Actual Project Delivery Information	t Deliv	ery Infc	rmatio		The project milestone in The project in The project in more than 3	The project has met and/or moved past the milestone in this phase of delivery. The project is in this delivery phase and has more than 3 months to meet the milestone.	ved past the en, nase and has e mileston	⊗ • He de le	project has no very requireme project is in the next Qtr Repor	The project has not met the minimum delivery requirement milestone in this The project is in this phase and will FLAG in the next Qir Report if the milestone is not	num this ill FLAG ii
						_								* For Cycle 1 and 2 projects, the FTIP Approval Date shown has been adjusted for the new program delivery requirements. See the delivery requirements on the DLA webpage for more details.	ects, the FTIP Approvements on the DLA v	val Date shown h	as been adjusted details.	for the new prog	ram delivery requ	uirements.
Project Number	Agency	Project Location	Description of Work	Current Total Project Cost Estimate (\$)	Current Programmed Federal Funds (\$)	Cycle	PE Auth Date	ROW COI	CON Auth Closed Date out Date		Obligated La Federal Amt F (\$)	Last Invoice Payment Date	Expended Federal Amt (\$)	FTIP Approval Date *	Date PE should be authorized. (6 months after FTIP approval date)		Date CON should be authorized. (30 months after FTIP approval date)		Date Close-out should b completed. (54 months after FTIP approval date)	nt should be eted. after FTIP I date)
5933(096)	Alameda County	y Castro Valley Blvd And Wisteria St.	Install Traffic Signal And Provide Frontage Improvements	\$ 776,000	0 \$ 698,400	2	8/14/09			₩	58,500	8/14/09	₩	60/08/6	3/31/10	\triangleright	3/31/12	•	3/31/14	
5933(097)	Alameda County	Foothill Road Between Castlewood And Sunnele Area And On Miner Rd. Between Del Valle Rd And The Vicinity Of Milepoxt 10 Remove Permanent Obstackel in Unincorporated County Line. Along Shoulder) Remove Permanent Obstackel Along Shoulder	\$ 539,000	0 \$ 485,100	2	2/23/09			↔	58,500	2/23/09	₩	9/30/06	3/31/10	\triangleright	3/31/12	•	3/31/14	
	Atherton	Intersection Of Valparaiso Ave. And Hoover St.	Install In-Pavement Crosswalk Lights, Traffic Signs, Pavement Markings, And Striping	\$35,000	0 \$30,600	ю								3/31/10	9/30/10	•	9/30/12		9/30/14	
5306(014)	Campbell	Intersection Of Hamilton Ave And Phoenix Dr.	Install Traffic Signal With Interconnect.	\$ 380,000	0 \$ 342,000	-	12/7/07	/6	9/12/08	↔	342,000	1/2/10	\$ 253,784	9/30/07	3/31/08	>	3/31/10	>	3/31/12	•
37 37	Campbell	Various Locations	Install Count Down Pedestrian Heads	\$ 36,000	0 \$ 32,400	2		/8	8/25/09	↔	32,400	8/25/09	. ↔	9/30/07	3/31/08	>	3/31/10	>	3/31/12	•
5306(016)	Campbell	Campbell Ave And Leigh Ave	Install New Traffic Signal	\$ 360,000	0 \$ 324,000	7	12/16/09			↔	28,314	12/16/09	\$	60/06/6	3/31/10	>	3/31/12	•	3/31/14	
5928(089)	Contra Costa County	Deer Valley Road, 1/4 Mile To 1/2 Mile South Of Chadbourne Rd.	Realign Horizontal Curve; Widen Travel Lanes, Shoulders, And Backing; Improve Signing And Striping	\$ 1,300,000	000'006 \$ 0	2	2/9/09			↔	170,000	3/30/10	\$ 111,985	60/08/6	3/31/10	D	3/31/12	•	3/31/14	
	Contra Costa County	Marsh Creek Rd. From Approximately 5,200 East Of Russelmann Park Rd. To 4,000' West Of Morgan Territory Rd.	Wden Travel Lanes; Add Paved Shoulders And Backing; Relocate Utility Poles; Install Guardrail; Ellminate Roadside Obstacles; Realign Roadway; Improve/Install Pavement Markings	\$2,344,600	000'002\$	ო								3/31/10	9/30/10	•	9/30/12		9/30/14	
	Contra Costa County	Camino Tassajara From Approximately 2,900' East Of Blackhawk Dr. To 100' South Of Finley Rd.	Widen Travel Lanes; Add Paved Shoulders And Shoulder Backing; Install Signs And Stripes	\$1,165,000	000'006\$	ю								3/31/10	9/30/10	•	9/30/12		9/30/14	
	Daly City	Gellert Blvd. Between Hickey Blvd. And King Dr.	Install Pavement Markings And Directional Signage For Class II Bike Lanes; Construct Pedestrian Refuge At Serra Vista Ave.	\$98,500	0 \$88,650	m								3/31/10	9/30/10	•	9/30/12		9/30/14	
	El Cerrito	Various Locations On The Ohlone Greenway Bike And Ped Path Between Fairmount Ave And Cutting Bivd.	Install In-Pavement Crosswalk Lights.	\$ 588,100	0 \$ 529,290	2				€9	'		₩	3/31/10	9/30/10	•	9/30/12		9/30/14	
5239(012)	El Cerrito	Fairmont Ave And Ashbury Ave Intersection	Upgrade Traffic Signals	\$ 692,100	0 \$ 622,890	7	1/29/09			₩	83,252	1/29/09	\$	9/30/09	3/31/10	\sum	3/31/12	•	3/31/14	

Highway Safety Improvement Program (HSIP) Project List - Sorted by District and Agency Data as of 3/31/10

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		General Pr	General Project Information					Actua	I Proje	ct De	Actual Project Delivery Information	ıformati	uo	The projection milestone The projection milestone The projection more than more than 2. For Cycle 1 and 2. See the delivery respectively.	In advanting or Frights Delivery Minestonies The project has net ander moved past the Standard Prepage thas not met the minimum misstone in this praise of delivery The project is not friend to the misston The project is in this phase and will FLAG more than 3 months to meet the misston The project is in this phase and will FLAG more than 3 months to meet the misston The project is in this phase and will FLAG more than 3 months to meet the misston The project is the free project in the free project in the free project is perfectly the misstone is not the next Oar Report if the misstone is not see developed the misstone in the project is perfectly the misstone in the project in the project is not project in the project in the project in the project in the project is not project in the project in the project in the project in the project is not project in the proje	moved past the elivery y phase and hat the mileston proval Date shows A webpage for me	S	The project has not met the minimum delevery equirement ministrone in this The project is in this phase and will FLAG in the next Gir. Report if the milestione is not used for the new program delivery requirements.	tot met the mini ent milestone in his phase and v ort if the milesto	imum n this will FLAG ii ne is not quirements.
Project Number	Agency	Project Location	Description of Work	Current Total Project Cost Estimate (\$)	Current Programmed Federal Funds (\$)	Cycle	PE Auth Date	ROW CO Auth I Date	CON Auth C	Closed out Date F	Obligated Federal Amt (\$)	Last Invoice Payment Date	Expended Federal Amt (\$)	FTIP Approval Date *	authorized. (6 months after FTIP approval date)	Date PE should be authorized. (6 months after FTIP approval date)	Date CON should be authorized. (30 months after FTIP approval date)		Date Close-out should be completed. (54 months after FTIP approval date)	ut should be leted. s after FTIP al date)
5375(017)	Pleasant Hill	Contra Costa Blvd. Between Taylor Construct Sidewalk; Install Count Blvd. And Harriet Dr. Down Pedestrian Heads.	Construct Sidewalk; Install Count Down Pedestrian Heads.	\$ 163,400	\$ 147,060	-		12	12/19/08	↔	147,060	10/8/09	\$ 25,090	90 8/30/07	3/31/08	\triangleright	3/31/10	\triangleright	3/31/12	•
5375(020)	Pleasant Hill	Oak Park Blvd And Patterson Blvd		\$ 325,600	\$ 293,040	2	4/14/09			€9	54,000	4/14/09	₩	60/30/06	3/31/10	>	3/31/12	•	3/31/14	
	Pleasant Hill	Intersection Of Contra Costa Blvd. And Golf Club Rd.	Construct Additional Left-Turn Lane, Modify Intersection Geometry And Traffic Signals	\$1,373,000	\$650,000	е								3/31/10	9/30/10	•	9/30/12		9/30/14	
38	Ross	Intersection Of Sir Frands Drake Bivd. And Lagunitas Rd.	Remove Corner Pedestrian International Accordingue Right Turning Lanes; Construct New Turning Lanes; Construct New Crosswalks; Luft Ramps And Crosswalks; Lupgade Traffic New Traffic Signs And Pedestrian Signals; Instal	\$553,400	\$442,900	т								3/31/10	9/30/10	•	9/30/12		9/30/14	
	San Carlos	Intersection Of El Camino Real And Belmont Ave.	Relocate Crosswak And Bus Pad; Install Pedestrian Adrivated Overhead Flashing Beacon; Construct Pedestrian Refuge Area; Install Signs, Stripes And Crosswak Pavenent Markings	\$220,000	\$198,000	က								3/31/10	9/30/10	•	9/30/12		9/30/14	
5934(141)	San Francisco	Various Locations: Twin Peaks Blvd; O'Shaughnessy Blvd At Del Valle Ave; Portola Dr. North Of Burnett Ave. And West Of Burnett Ave.	Upgrade Guardralis And Install End Treatments.	\$ 535,600	\$ 482,040	-		6	3/2/08 6/	6/16/09 \$	235,923	6/16/09	\$ 235,923	23 8/23/07	2/22/08	>	2/21/10	D	2/21/12	D
6328(026)	San Francisco	Fulton St. Between 8Th Ave And 25Th Ave.	Reconstruct Curb Ramps.	\$ 269,500	\$ 242,550	2				€9	14,281	3/24/10	\$ 2,630	3/31/10	9/30/10	•	9/30/12		9/30/14	
6328(028)	San Francisco	Various Locations In The Tenderloin Area	Install Emergency Vehicle Priority System At Existing Traffic Signals	\$ 850,000	\$ 765,000	2		6	9/1/09	↔	765,000	9/1/09	∽	- 9/30/07	3/31/08	\triangleright	3/31/10	\triangleright	3/31/12	•
6328(031)	San Francisco	Bayshore Blvd. And Paul Ave. Intersection	Upgrade Traffic Signal	\$ 360,000	\$ 324,000	2	8/25/09			€9	40,500	8/25/09	↔	60/30/06	3/31/10	>	3/31/12	•	3/31/14	
	San Francisco Municipal Transportation Agency	San Francisco Muni T-Line Light- Rail Corridor On 3Rd St. And Bayshore Blvd. From King St. To Geneva Ave.	Replace Rail Traffic Signal Heads; Remove And/Or Modify Adjacent Vehicle Traffic Signals, Install Pavement Markings And Traffic Signs	\$987,600	\$888,840	ဇ								3/31/10	9/30/10	•	9/30/12		9/30/14	
	San Francisco Municipal Transportation Agency	Sunset Blvd. At its Intersections With Kirkham St., Santiago St., And Ulloa St.	Install Traffic Signals; Construct Curb Ramps; Install Signs And Stripes	\$999,500	\$899,550	9								3/31/10	9/30/10	•	9/30/12		9/30/14	

Highway Safety Improvement Program (HSIP) Project List - Sorted by District and Agency Data as of 3/31/10

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		General Pr	General Project Information					Actua	Actual Project Delivery Information	ct Deli	very In	formati	uo	The projer milestone The projer more than more than 2 for Cycle 1 and 2 f	Tracking of Project Delivery Milestones	DT Proje moved past the leliver, y phase and hist the mileston provel Date show	sct Delly s & T	Aery MII he project has elivery requirer ne project is in e next Ctr Rep ed for the new pr	IVERY MIIESTONES The project has not met the minimum delavey requirement milestone in this in the project is in this phase and will FLAG if the next CR Report if the milestone is not asked for the new yorgam delavery requirements.	imum in this will FLAG ir one is not quirements.
Project Number	Agency	Project Location	Description of Work	Current Total Project Cost Estimate (\$)	Current Programmed Federal Funds (\$)	Cycle	PE Auth Bate	ROW CO Auth I Date	CON Auth Clos	Closed O out Date Fee	Obligated L Federal Amt (\$)	Last Invoice Payment Date	Expended Federal Amt (\$)	See the delivery requ	i e	nens on the DLA webpage form Date PE should be authorized. (6 months after FTIP approval date)	Date Colors should be authorized. (30 months after FTIP approval date)	should be rized. after FTIP il date)	Date Close-comp (54 month- approv	Date Close-out should be completed. (54 months after FTIP approval date)
5041(031)	San Leandro	Intersection Of Washington Ave And Estabrook St.	Install Traffic Signals With Interconnect; Remove Pork Chop Island; Relocate Utility Pole; Install Curb Ramps.	\$ 465,800	\$ 419,220	<u></u>	3/2/08	4	4/14/09	↔	409,130	2/25/10	\$ 145,982	82 9/30/07	3/31/08	\triangleright	3/31/10	\triangleright	3/31/12	•
5437(016)	San Ramon	4 Intersections With San Ramon Blvd: Montevideo Dr., Westside Dr., Talavera Dr., Woodborough Way.	Modify Existing Median; Install Refuge Lane; Extend Left-Turn Lane.	\$ 700,000	\$ 630,000	-	10/29/07	4	4/27/08	€	630,000	3/4/10	\$ 456,320	20 9/30/07	3/31/08	$\overline{\Sigma}$	3/31/10	>	3/31/12	•
5437(021)	San Ramon	Alcosta Blvd And Davona Dr. Intersection	Upgrade Traffic Signal	\$ 320,000	\$ 288,000	2	8/25/09			€9	58,500	8/25/09	€	- 9/30/08	3/31/10	\triangleright	3/31/12	•	3/31/14	
	San Ramon	Bollinger Canyon Rd. Between Canyon Lakes Dr. And Dougherty Rd.	Install Pedestrian Signal Improvements; Upgrade Signal Controller And Phasing	\$382,000	\$343,800	е								3/31/10	9/30/10	•	9/30/12		9/30/14	
39	Santa Clara	Intersection Of Pomeroy Ave. And Benton St.	Upgrade Traffic Signal With Protected Left Turn Phasing, Interconnect, And Emergency Vehicle Preemption, Add Left-Turn Pockets; Install Bulb-Outs; Construct Curb, Gutter, Sidewalk, Curb Ramps	\$625,400	\$562,860	m								3/31/10	9/30/10	•	9/30/12		9/30/14	
5937(117)	Santa Clara County	Santa Clara County Capital Expressway From Hwy 680 To Hwy 87.	Upgrade Traffic Control Signs, Devement Markings And Delineation.	\$ 308,000	\$ 277,200	-	12/7/07	÷	1/12/09	↔	231,797	1/6/10	\$ 171,440	40 9/30/07	3/31/08	\triangleright	3/31/10	\triangleright	3/31/12	•
5937(118)	Santa Clara County	Santa Clara County Quimby Rd From Deedham Dr. To Mt. Hamilton Rd (Sr130).		\$ 258,500	\$ 232,650	-	12/18/07	eğ.	3/30/09	€9	232,650	3/11/10	\$ 13,953	53 9/30/07	3/31/08	\triangleright	3/31/10	\triangleright	3/31/12	•
5937(138)	Santa Clara County	Santa Clara County Black Rd. From Sr 17 To Skyline Blvd.	Construct Shoulder Improvement, Install Mbgr; Upgrade Striping And Signage	\$ 590,000	\$ 531,000	2	12/16/09			€9	45,000	12/16/09	↔	60/30/06	3/31/10	\triangleright	3/31/12	•	3/31/14	
	Santa Rosa	Sonoma Ave Between Santa Rosa Ave And Hahman Dr.	Sonoma Ave Between Santa Rosa Reconfigure Roadways For Bike Ave And Hahman Dr.	\$ 580,000	\$ 390,000	2				↔	'		↔	3/31/10	9/30/10	•	9/30/12		9/30/14	
5332(011)	Saratoga	Saratoga-Los Gatos Rd (Sr 9) Between Big Basin Way In Saratoga And Los Gatos Bivd In Los Gatos	Construct Sidewalks And Curb Ramps; Relocate Utility Pole; Signing And Striping; Construct Ped/Bike Bridge.	\$ 1,020,000	000'006 \$	-	3/31/08			↔		2/26/09	↔	60/02/6	3/31/10	\triangleright	3/31/12	•	3/31/14	
5923(087)	Solano County	Various Locations Along Cantelow Rd, Dixon Ave, Halley Rd, Lyon Rd, & Rockville Rd.	/ Upgrade Guardrails	\$ 382,000	\$ 343,800	7	10/28/08		60/1/2	↔	343,800	1/21/10	\$ 22,562	62 9/30/07	3/31/08	\triangleright	3/31/10	>	3/31/12	•
	Sonoma	Napa/Leveroni Rd. At Its Intersection With Broadway (Sr 12)	Install Protected Left-Turn Phasing In All Directions; Extend Eastbound Left-Turn Pocket) Striping	\$167,100	\$133,870	3								3/31/10	9/30/10	•	9/30/12		9/30/14	
	South San Francisco	Sister Cities Blvd. Between Hillside Blvd. And 1700' West Of Airport Blvd.	Install Guardrail	\$330,000	\$297,000	e								3/31/10	9/30/10	•	9/30/12		9/30/14	

Safe Route To School (SRTS) Project List - District 4 Data as of 3/31/10

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minimum me in this and will FLZ estone is nery requriem	Date Close-out should be completed. (54 months after FTIP approval date)			<u> </u>				_
ilestor i not met the ment milesto i this phase a port if the mil	$\overline{}$	3/31/14	9/30/14	3/31/12	9/30/14	3/31/12	3/31/14	3/31/14
ivery Milestones The project has not not the minimum delivery equipment milestone in this The project is in this phase and will FLAG in the new XQR Report if the milestone is not diseased for the new program delivery requirements.	Date CON should be authorized. (30 months after FTIP approval date)	•		\triangleright		\triangleright	•	•
he S hai the hai the hai the hai the hai the hai the hai hai the hai	Date CON shou authorized. (30 months after approval dat	3/31/12	9/30/12	3/31/10	9/30/12	3/31/10	3/31/12	3/31/12
Tracking of Project Delivery Milestones The project has net and/or moved past the minimum missione in this phase of deliven. The project has the project is this delivery phase and has move than 3 months to meet the mission. The project is the factory phase and has move than 3 months to meet the mission. The project is a project, are the project is an indicatory phase and has move than 3 months to meet the mission. The project has the project that are project is an indicator in the missions is not a feet of the mission in a project is an indicator in the missions in an indicator in the missions in a project is an indicator in the missions in the mission in the missions in the mission	Date PE should be authorized. (6 months after FTIP approval date)		•	D	•	Σ	\triangleright	D
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The promise to milesto	FTIP Approval Date *	6)/30/06	3/31/10	9/30/07	3/31/10	9/30/07	9/30/09	9/30/08
	Expended Federal Amt (\$)	. ↔		€9		\$ 186,001	\$ 798	\$ 64,373
ormation	Last Invoice Payment Date	1/29/09		9/2/08		6/3/06	3/17/10	1/12/09
Actual Project Delivery Information	Obligated Federal Amt (\$)	77,310		498,000		193,171	49,300	65,000
ct Deli	Closed out Date	↔		ω		↔	₩	↔
al Proje	CON Auth Date			5/24/08		5/10/08		
Actu	ROW Auth Date							
	PE Auth Date	1/29/09					7/23/09	2/24/08
	Cycle	-	-	-	-	-	2	-
	Current Programmed Federal Funds (\$)	\$585,310	\$499,596	\$498,001	\$28,600	\$193,170	\$ 255,000	\$311,000
	Current Total Project Cost Estimate (\$)	\$585,310	\$499,596	\$498,001	\$28,600	\$193,170	\$ 255,000	\$311,000
General Project Information	Description of Work	Closes sidewalk gaps along Maud Arewhere between D Street and Kelly Street, construct bulbouts at the intersection of Maud Ayenue and Romagnolo Street, and install high viability yellow crosswalks at the school.	Close sidewalks gaps, install ADA pedestrian ramps at crosswalks and insersections, install high visibility crosswalks, and install one in-roadway lighted crosswalk on Omega Avenue.	The Partnership is a countywide collaboration between Public Health Department, the Transportation and Land Coalition, Cycles of Change and Coalition, Cycles of Change and Comprehensive SRTs efforts in Coalition, Barkeley and the unincorporated areas of Alamed Unincorporated	Reconfigure the Central School road entrance to improve the visbility. Improvements include narrowing the entrance and hinging the swicrosswalk further out.	Install traffic calming and traffic control devices at three locations in the vicinity of Brisbane Elementary School and Lipman Middle School.	Pollard Rd. between Winchester and radar speed feedback signs, Blvd. and Quito Rd.; intersection of construct curb, gutter, sidewalk Pollard Rd./Y ork Ave.	Project to close sidewalk gap between Carnino Del Sol and Windhover Way on Pacheao Boulevard in the Vine Hill area of unincorporated Contra Costa County.
General P	Project Location	Vicinity of Farview Elementary School: Maud Avenue between D Street and Kelly Street. Intersection of Maud Avenue and Romagnolo Street.	Vicinity of Marshall Elementary School.	All Alameda County schools.	Central School road entrance	Vicinities of Brisbane Elementary School and Lipman Middle School.	Pollard Rd. between Winchester Blvd. and Quito Rd.; intersection of Pollard Rd./York Ave.	Pacheco Boulevard between Camino Del Sol and Windhover Way.
	Agency	Alameda County	Alameda County	Alameda County Public Health Department	Belmont	Brisbane	Campbell	Contra Costa County
	Project Number	5933(090)		5933(091)		5376(007)	5306(017)	5928(086)

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Safe Route To School (SRTS) Project List - District 4 Data as of 3/31/10

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General Project Location Approxy Project Location Project Locat		of Proje or moved past to deliven, ery phase and eet the milestor Approval Date sh	nould be ized. after FTIP I date)	D	\triangleright	\triangleright	\triangleright	•	•
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Agency Folsom Gilroy Gilroy Mattonia Station Elementary School Gilroy Unified School District in School Gilroy Unified School District in School Gilroy Unified School District in School (Marin Avenue) Wichily of Tamalpais Valley School (Marin Avenue) Menlo Park Folsom Mill Naley Folsom Mill Naley Folsom Mill Naley Folsom Mill Naley Folsom Folsom Mill Naley Folsom Folsom Mill Naley Folsom Folsom			Current Total Project Cost Estimate (\$)	\$91,480		\$715,390	\$143,000		\$ 718,986
Agency Project Folsom School School School School (Marin A Santa Clara Co. Santa Clara Co. Santa Clara Co. Santa Clara Co. Santa Clara School (Marin A Park Menlo Park Menlo Park Menlo Park Fe school and the free school and in Intersection of intersect		roject Information	Description of Work	Hire a program manager to be calculate the efforts to increase walking and biking to school: - Plan events; - Coordinate assemblies; - Owrsee crossing guard program; - Owersee prossing guard program; - School Bus routes; - Coordina	Develop and implement an Education and Encouragement Program, an adult crossing guard training and recruitment program, and a School Zen Traffic Enforcement Program, purchase and circulate two mobile radar speed feedback trailers.	Provide sidewalk improvements along Marin Avenue, the primary walking route to and from school; Reconstruction/widen existing narrow sidewalk near the school entrance; Install ADA compliant ramps and tight visibility crosswalks.	Install in-pavement lighted crosswalks at three intersections on Santa Cutz. Avenue in the vicinity of Hinkey Middle School and install a new stipped crosswalk with landing/ramp.	Install in-pavement lighted cosswalks, electronic speed feedback signs, pedestran countdown heads, safety lighting, signs, sitpes and pavement markings; remove on-sitreet parking; construct asphalt concrete pathways and asphalt curbs.	Install traffic calming features by extending curbs, narrowing the intersection, and installing a pedestrian crossing signal.
Agency Gilroy Marin County Menic Park		General P	Project Location	Natoma Station Elementary School	Gliroy Unified School District in Santa Clara County.	Vicinity of Tamalpais Valley School (Marin Avenue)	Santa Cruz Avenue in the vicinity of Hillview Middle School.	Near Laurel School on Ringwood Ave, from Coleman Ave, to Colby Ave, including in intersection with Eage Rst. at the South corner of the school, and on Bay Rst. Where in intersects with Ringwood Ave.	East side of Camino Alto; intersection of Miller Ave./Almonte.
Project Number 5288(021) 5288(021) 5827(061)			Agency						
			Project Number	5288(021)	5 5034(021)	5927(061)	5273(017)		

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